

(ESTABLISHED 1881.)

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NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REG. LUITPOLD" ... Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" ... Capt. O. Pahnke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" ... Capt. H. Raegener	FRIDAY, 5th Nov., Daylight
KODAT and SANDAKAN	"BORNEO" ... Capt. F. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOUR-NIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

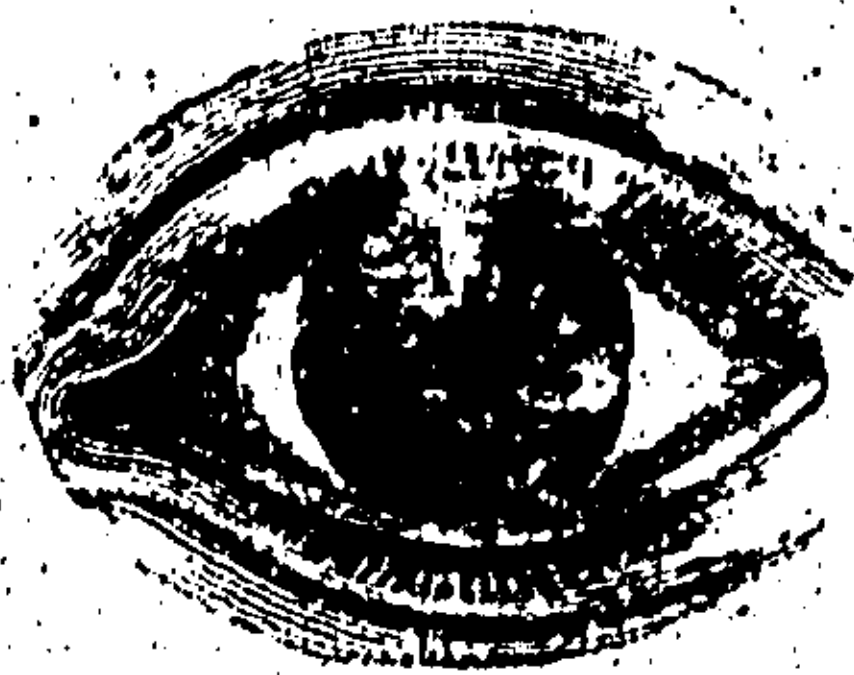
Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

London, 10, Bedford Row, W.1.

Bombay, 10, Bantack Street.

Shanghai, 10, Nanking Road.

Hongkong, 10, Market Street.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900.

F. BLACKHEAD & Co.,

SHIPHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT

DANIEL'S PATENT MOTOR

LAUNDRY, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

P & O. SPECIAL LIQUOR SMOOTH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 26th March, 1907.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 6th September, 1909.

LONDON BRIDGE.

INTERESTING RECORD OF FAMOUS STRUCTURE.

FROM ROMAN TIMES TO PRESENT YEAR.

Since the earliest times of which we have any record there always seems to have been a London Bridge. The researches of Mr. C. Roach Smith seem to uphold the opinion that during the Roman occupation of Britain a bridge existed on the site of the present London Bridge. Certain it is that a bridge existed in the tenth century, for it is recorded that a woman, being condemned to death for witchcraft and sorcery, endeavouring to cause the death of a nobleman by sticking pins into a waxen image, was drowned at London Bridge for her pains, and William of Malmesbury refers to the bridge when speaking of the Siege of London by Swein in the year 904; and in 1016 Canute, according to Stow, on the South side of the Thames caused a trench to be cut, through which his ships were towed into the west side of the bridge, and then with a deep trench, and straight siege, he compassed the city round about, and in confirmation of the truth of this there may be seen in the Guildhall Museum a portion of one of the piles of the trench which was found in Southwark. John Stow, who has many strange stories to tell in his Survey, informs us that the original foundation of London Bridge, by report of Bartholomew Lincolne, alias Fowle, last Prior of St. Mary Overies Church in Southwark, was this: a ferry being kept in place where now the bridge is built, at length the ferryman and his wife deceasing, left the same ferry to their only daughter, a maiden named Mary, which, with the goods left by her parents and also with the profits arising of the said ferry, built a house of Sisters, in place where now standeth the east part of St. Mary Overies Church, above the choir, where she was buried, unto which house she gave the oversight and profits of the ferry; but afterwards the said house of Sisters being converted into a college of priests, the priests built the bridge (of timber) as all the other great bridges of this land were, and from time to time kept the same in good reparations till at length, considering the great charges of repairing the same, there was, by aid of the citizens of London and others, a bridge built with arches of stone, as shall be shown.

THE PRESENT BRIDGE.

The first stone London Bridge was begun to be built in 1176 and finished in the year 1209, the architect being the same as he who had built the previous bridge of wood, Peter Colechurch, priest and chaplain. He did not live to see the completion, as he died in 1205. Of the glories and tragedies of this bridge it is not intended here to say anything. Volumes might be written afresh, as volumes have been in the past, upon this interesting, perhaps the most interesting, feature of medieval London history. Suffice it to say that, owing to the ever deteriorating condition of the old bridge, it was decided by a select committee of the House of Commons in 1222 to recommend the erection of a new bridge, and an Act of Parliament was passed for that purpose in the following year. The bridge was built after the designs of John Rennie, who died before the work was commenced, and was superintended throughout by his son, Sir John Rennie. The first pile was driven on March 15, 1824, the foundation stone laid by the Lord Mayor, John Garrett, on June 15, 1825, and the completed bridge opened by William IV. and Queen Adelaide on August 1, 1831.

STATISTICS.

The original estimate of cost was £130,000, of which the Government contributed £200,000. The site being allotted a furberaum of £450,000 was added to the estimate, but the total actual cost was nearly £1,000,000. The bridge consists of five semi-elliptical arches, with spans of 152ft. in the centre arch, 140ft. in the arches adjoining, and 130ft. in the abutment or end arches. The centre arch has a rise above high watermark of 29ft. 6in. The roadway rises 1 in 132. The bridge has a total length of 960ft., some say a little longer, and the width between the parapets is 53ft. The material is chiefly granite from the quarries of Aberdeen, Haytor, and Penryn. The lamp posts on the bridge were cast of the metal of French cannon captured in the Peninsular War. The contractors for the work were Messrs. Jolliffe and Banks.

The Bridge House Estates, it may be of interest to remark, date from at least as early as A.D. 1127, for in that year, the 2nd of Henry I., Thomas Arden gave the Monks of Bermondsey the Church of St. George in Southwark, and five shillings rent by the year out of the land pertaining to London Bridge.

For Sale.

FOR SALE.

JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACE & CO.,

27, Des Vaux Road.

Hongkong, 9th October, 1909.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DOWN below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

H. S. Poon, Director.

Hongkong, 15th Nov.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR
FOR
LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE
TAN GLACE,
BLACK BOX CALF,
TAN WILLOW,
CALF.



DAINTY SHOES
FOR
AFTERNOON AND
EVENING
WEAR.

"PETER PAN"

The most comfortable
and reliable Children's
Shoes ever produced.



Built on Anatomical
lines and recommended
by eminent chiropodists.
The Finest English
Leather only used in
the construction of these
shoes.

STOCKED
IN
BLACK GLACE,
TAN GLACE,
BLACK CALF,
TAN CALF.

BY
Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1909.

To Let.

TO LET.
IN No. 4, DES VOUX ROAD CENTRAL,
Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31,
WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [58]

TO LET.
GODOWN, No. 4, PRAYA, Kennedy Town
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909. [73]

MODREENAGH.
DWELLING HOUSE, to Let at Peak,
partly furnished.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st September, 1909. [72]

TO LET IN CANTON FROM 1ST FLOOR.
TWO SEMI-DETACHED HOUSES each
containing Eight Rooms with Back
Yards and Servants' Quarters on Shamshu Lot
55, now in the occupation of the MITSUBISHI
Kaisha.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [69]

TO LET.
KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [45]

TO LET.
OFFICES and ROOMS on the 2nd
Floor, of No. 14, Des Voux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).
Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909. [68]

TO LET.
NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 29th May, 1909. [40]

TO LET.
OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-MEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 166, DES VOUX
ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE,
No. 10, DES VOUX ROAD CENTRAL,
1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [5]

TO LET.
GODOWN, No. 54, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1909. [70]

TO LET.
GODOWN, No. 54, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1909. [70]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT GARS.
6.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 7.00 p.m. ... Every 15 minutes

NIGHT GARS as on Week Days.

SPECIAL GARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 28th October, 1909.

THE "NEPTUNE" LAUNCHED.

BIGGEST BATTLESHIP AFLOAT.

Portsmouth yesterday put out all its boasting,
gave itself a holiday, and poured into the dock-
yard, at the invitation of the Admiralty, to see
the Duchess of Albany christen and launch
H.M.S. Neptune, reports the *Morning Leader* of
1st inst.

The Neptune out-dreadnoughts its epoch-
making family in which it is the eighth child
—and so is the biggest and most terrible engine
of naval warfare now afloat; for the dockyard,
proud of its craftsmanship, took good care that
its chief d'œuvre should not be marred by the
final mallet stroke of the Duchess, and there-
fore the vast warship took the water in a way
which delighted the multitude who watched
her glide down to it. It was wonderfully well
done. It looked too easy to be the very fine
job it was.

But in the launching of a big ship there is
only one axiom which holds good—"One never
knows." And those who know most are the
most anxious, especially when royalty is there
to give the final touch to their handiwork, and
the country is looking on to see the result.
When the weights are released to fall on the
dog-shores, and the vessel hesitates for a second
before deciding what to do, that second is very
long and tense, for the next may show the
splendid climax to many months of planning
and labour, or—tragic humiliation.

KNOWLEDGE OF CROWDS.

Long before the ceremony the crowds were
pouring through the Admiralty yards, and
gathered to port and starboard of the new ship.
In spite of the grey day the ladies did honour
to the occasion with their gayest picture hats and
costumes; but the array of full-dress naval and
military uniforms put the "creation" on the
remnant counter. The lieutenant and his sis-
ters were there, and the shipwright and his
"missus."

A high, expansive, and decorated stand was
at the Neptune's prow, and there the notability
gathered who awaited the Duchess of Albany.
A little way into this stand the war-
ship poked its huge nose, on which hung a
garland of geraniums, white chrysanthemums,
and amaranths.

From the launching stand most of the sky
and all the world beyond the building-ship was
blotted out by the towering bulk of the warship.
Its grey and vermilion hull dominated every-
thing, and even shut out the sky. It looked as
immobile as the hills. In the cavernous dark
beneath the hull sounded fir-off hammers and
knockings, and in and out the timbers and
dockyard gear around her hundreds of busy
shipwrights swarmed. On her deck the sailors
were singing shanties—something you never
hear in a contractor's yard—and the combined
bands of the Royal Marine Artillery and the
Royal Marine Light Infantry played sea songs
to us; and the gunners, out of sight below the
ship kept up their eternal tap-tapping.

THE CHRISTENING.
Just before eleven o'clock the Duchess of
Albany, accompanied by Sir A. and Lady
Farnham, drove up to the building slip, where
the guard of honour of seamen from the naval
barracks and the gunnery school stood at the
salute. Her Royal Highness was received by
Rear Admiral Alban G. Tate, admiral super-
intendent, and the principal officers of the dockyard.

Two little buglers, who had to poke up their
big white helmets to get their bugles to their
lips, ran down the hull from the stand, and
the workmen ceased their noise. The chaplain,
with a row of medals on his gown, began
the religious ceremony.

Little choir boys in white chanted the 107th
Psalm, "Confitemini Domino," and then the
congregation sang "Eternal Father, strong to
save." The ship was blessed.

The bottle of christening wine was cunningly
hidden in the garland. The Duchess raised
the garland and then let it fall back, shattering
the glass, and the wine streamed down the
stem. In a resonant voice she cried, "Success
to the Neptune and all who sail in her." In the
pause that ensued a gong sounded beneath the
ship, and out came the workmen tuning. From
an oak casket a dainty little mallet and a hand-
some (but business like) chisel were taken.
While Mr. Apsey, manager of the constructive
department of the dockyard, held the chisel
against the cord holding the weight poised
above the dog-shores—her Royal Highness
struck. At the second blow the cord flew, and
the weight banged in the cradle.

"SHE'S OFF."

For a moment tense and silent second or two
nothing further happened. Then the quick-
sighted began to cheer. "She's off!"

While the band struck up "Rule Britannia!"
and the crowd was roaring the Neptune gather-
ed way, dropped, and diminished before us,
and passed the last of the stagings in a flash of
red and grey. The daylight lifted the place
where she had been, and the Neptune's bows,
the fountains all round, cutswayed to us on the
far water.

The crowd was still cheering, the band was
playing, and down below our grandstand his
majesties were picking up a workman who, while
the ship was passing, had fallen from a stag-
ing, upon the granite and iron beneath. The
people in the stand were divided between the
big, new war craft in the distance, dropping
her anchors for the first time, and the workman
who was being carried away below, his op-
tured face very dreadful.

"Ah," said an old shipwright, sadly, who
stood beside the "Leader" representative
watching the procession with the injured man;
"Ah, now she's all right. She wasn't going to
be satisfied with wine."

"Eh?" said the "Leader" visitor, surprised.
"I say she wasn't going to be satisfied with
yellow wine. She wanted the real thing. Now
she's all right." The ancient usage of which
that bottle of colonial wine hidden in flower

was but a refined and polite survival, was
battered by that old shipmaker. Out on the
water the boats were busy saving the guests
which had come from the slips.

SPECIALITIES OF THE NEW SHIP.

Nobody outside the Admiralty is really
aware of the Neptune's specialities. The
officials have refused all particulars. Even
her length and beam have to be guessed at.
She is 530 ft. long, has a beam of 84 ft., and her
displacement is over 20,000 tons. Her pro-
pelling machinery will be turbine, and will
give 21 knots, with 25,000 i.h.p. She will have,
like the other Dreadnoughts, four propellers
and two rudders. Her armour will be
very similar to that of her sister ships,
but it is known that it will be more effec-
tive. Her armament will be, of course,
on the all big-gun principle—ten 12-inch
guns—but that, too, will be bettered from the
experience gained in arming her sister ships.
The five barbettes in which the guns are mount-
ed are to be placed so as to give a more
effective fire. The Neptune has her armament
disposed so as to give a broadside of ten guns
(against the Dreadnought's eight). The Nep-
tune can fire eight guns astern, and six ahead.
Her anti-torpedo armament consists of 4.7,
another improvement on the Dreadnought.

CALCUTTA'S SLUMS.

**MISERABLE ACCOMMODATION FOR
EURASIAN POOR.**

The exorbitant rents which obtain in Cal-
cutta, says the *Statesman*, have been the topic
of much discussion and of many theories, but
the problem has been chiefly considered in
relation to the housing of the European middle
classes and the fairly well-to-do Eurasians. In
their case the rents bear so large a proportion
to the incomes of the tenants that the effect
of costly housing must be to lower their stand-
ard of living. Persons who can afford to occupy a
wholesome house are becoming fewer. Hundreds have
to sacrifice domestic privacy and take in a
lodger to share the cost even of a flat. But
great as these inconveniences are, they are
trifles in comparison with the shifts to which
the Eurasian poor are being driven by the
growing dearth of the miserable accom-
modation with which they have to be content.
Yet this poverty-stricken class, which has all
the symptoms that are associated with chronic
indigence, is a section of the community which
will derive no benefit whatever from the Im-
provement Scheme unless their special needs
are ascertained and provided for.

A HUMAN WARREN.

To take the care of the miserable folk who
are to be found in large numbers between
Dhurrumtolla and Bow Bazar, the broadening
of Beestock St. will be of no advantage
to them, but rather the reverse. To the ex-
tent that the street is widened and flanked
by larger buildings the space behind will be
contracted, so that those who live there must
either take up less space or go elsewhere.
The district in question is a human warren.
The whole ground is covered thickly with
buildings, pucca or catcha, and is intersected
only by narrow lanes, about 9 feet wide, which
wind so tortuously as to deprive the densely
packed population of any breeze which may
be blowing. Already every available inch is
put to full use and yields its full value and more
in rent for the owners, and in equal and ill
health for the people. One shudders to think
what would happen if the same population is
condemned to live in still narrower limits.

INCREDIBLE OVERCROWDING.

After giving some typical case the writer
proceeds—A somewhat striking proof of the
straitness to which the poor are driven is the case
with which rent can be had for the most abject
accommodation. In one miserable dwelling a
man, wife and 4 children are living. He earns
Rs. 30 and pays Rs. 10 in rent. Adjoining,
however, his room is an enclosure whose ori-
ginal purpose it would be difficult to guess. Its
size is 9 ft. by 5 ft. and it is 4 ft. high. This is
the bed-room of a woman lodger and her
daughter, who pay Rs. 4 for the dubious priv-
ilege of sweltering in this narrow chamber.

It must not be forgotten that in this country
even the poor must have servants. In one room
12 ft. by 7 ft. live a woman, her daughter, ill
with fever, her son-in-law, and a boy of 11.
There is practically no space to move in, scanty
as the furniture is. The good lady herself has
to sleep in the passage, and in a corner is the
bath-room. The rent is Rs. 6, but 8 annas
must be paid to a mehter, 8 annas to a bhishi,
and Rs. 4 to dhoobi. It may be added that the
only ventilation of the room is through a barred
window 2 ft. by 2 ft.

In many instances the people are too poor to
be able to afford even a country bed. There is
one wretched lower flat, rented at Rs. 12, where
a boy earning Rs. 30 is the only bread winner.
The 6 children, whose ages range from 18 to 6,
occupy the two beds, and the mother sleeps
on the floor, which is obviously damp. In
another, where a woman keeps house for her
uncle, father, child and brother, all sleep on the
floor except the aged father.

The overcrowding is sometimes carried to in-
credible lengths. In one compound in Chaiti-
wala Lane eight families are established. They
have one sanitary convenience, one bath-room,
and one kitchen between them. One of these
families consists of 12 persons and these sleep
in two bed-rooms 14 ft. by 14 ft. by 7 ft. The
rent is Rs. 9. A still more shocking case is to
be found in another warren swarming with
women and children. Here in one room sleep
and eat 4 grown-up men (the eldest aged 35)
and 6 children.

DISEASE.

But it would be tedious to continue the re-
cital of these painful facts. Only a few typical
cases have been described, and anyone who is
interested in the question from a sociological,
sanitary or economic point of view can easily
fill in the picture which is presented by the
slums of Calcutta.

The people themselves have the qualities
which might be expected from their sur-
roundings. Good health is impossible under

such conditions, and in most of the cases
men are ill or have just made a bad
recovery from illness. The ladies look as if
the difficulty of forty people bathing at one
tap had been insuperable. Their common in-
door attire is a long white garment which re-
sembles a dressing-gown. The children are
mostly in rags and both vermin and skin dis-
eases abound.

Entertainment

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of
HIS EXCELLENCY THE GOVERNOR.

A BAZAR and FANCY FETE, promoted
by the above, will be held (by kind per-
mission of the Commandant and Officers,
Hongkong Volunteer Corps) on the Volunteer
Parade Ground, on SATURDAY, October
30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas
presents.

4 P.M.—Variety Entertainment (arranged by
Miss Ella Rowe).

6.15—Play "A Pair of Lunatics" (Cast:
Mrs. Worthington and Captain Baird,
The Buffs).

If wet, the Bazar will be held in the Volun-
teer Headquarters.

Proceeds to be divided amongst various
local charities for children; and the Hong-
kong Cot in the M. C. L. Home at Ottergham,
Furry.

NO CHITS TAKEN.
Hongkong, 18th October, 1909. [73]

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC
AUCTION,

on
TUESDAY,
the 26th November, 1909, at 2.30 P.M., at his
Sales Rooms, Duddell Street,
A FINE ASSORTMENT OF
GENTS' SUIT LENGTHS AND WHITE
WITNEY BLANKETS,
AND

TABLE LINENS, SERVIETTES,
HOUSEHOLD LINENS, HUCKABACK
TOWELS, TURKISH TOWELS, BATH
SHEETS, BROWN LINEN TOWELS,
LADIES' WHITE LAWN UNDERSKIRTS,
WALKING SKIRTS, COMBINATIONS,
ROBES, FLANNELLETTES, NIGHT-
DRESSES, DRESSING GOWNS, LADIES'
DRESS LENGTHS, &c., &c.;
ALSO

A few CARPETS and AXMINSTER
RUGS.

(All New Goods).

Further Particulars from Catalogues which
will be issued.

On view on Monday, 1st November.
TERMS—As usual.

G. P. LAMBERT,
Auctioneer.

Hongkong, 27th October, 1909. [74]

Intimations.

MAGISTRACY.

IT is hereby notified that a MEETING of
HIS MAJESTY'S JUSTICES OF THE
PEACE for the Colony will be held at the
Magistracy, at 2.30 P.M., on FRIDAY, the 5th
day of November, 1909, for the purpose of
considering the following application under
the Liquor Licences Ordinances, 8 of 1898 and
8 of 1908, viz.:

From one DAVID FROMAN for a publi-
cans licence to sell by retail intoxicating
liquors on premises numbered 332 and
334, Queen's Road Central, under the
sign of "The Land We Live In Hotel."

F. A. HAZELAND,
Police Magistrate.

Hongkong, 25th October, 1909. [735]

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales; then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attainable by any other, as their composition is
only known to me. In tattooing unlike some
species of engravings, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precautions
against possible dangers, I use fresh materials
daily.

The copying of Portraits with distinct
incisiveness a specialty.

By Appointment to the Emperor of Russia.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES

FOR SALE
IN D'ARVILLE STREET,
HONGKONG.
Hongkong, 1st September, 1909. [74]

Intimations

A FAIR EXCHANGE.

Large sums of money are no doubt realised
from simple speculation, but the great fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with
a noise like the blowing of a thousand trumpets
but it is soon detected and exposed. The
manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you."
Sold by all chemists.

LOST.

SOVEREIGN KEYS on a CHAIN. Small reward
to finder.

J. S. B.,
C/o Hongkong Telegraph.

Hongkong, 23rd October, 1909. [732]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"BRISGAVIA."

Captain Schwinghammer, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained against
Bills of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst., will be sub-
ject to rent.

All broken, chafed, and damaged Goods
must be left in the Godowns, where they will
be examined on the 28th inst., at 3 P.M.

No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd October, 1909. [729]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"

FROM YACOMA, SEATTLE, VANCOU-
VER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:
DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

[25]

MARRIAGE.

On the 30th September, at St. Andrew's Church, Watford, Francis Gordon, second son of John Francis Carter, of "Broadlands," Watford, to Ruby, second daughter of George B. Dodwell, of "Conisford," Watford, Herts., and of 24/18, St. Mary Axe, E. C.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 28, 1909.

MACAO'S DECLINING TRADE.

The keynote of Mr. R. F. C. Hedgeland's (assistant-in-charge, temporarily, of the Lappa Customs Station) report for last year is the steady declining position of Macao as an entrepot of trade—a fact which intrudes itself upon the most casual student of events in the Farther East and which appears to be of slow recognition by the Ministry for the Colonies in Lisbon. Mr. Hedgeland introduces his annual report with a succinct narrative of events concerning the decadent Portuguese port. He is appreciative of the endeavours exerted by the retired Governor, H. E. Senhor Alves Rodadas, who in his comprehensive programme of reform which it was his purpose to carry out in Macao, recognised the necessity of enlisting Chinese sympathy and co-operation. For the figures relating to the trade of Macao in 1908 and the acting Commissioner's pertinent observations on the factors contributing to the decline of Macao, we present Mr. Hedgeland's own statistics and comments. He writes:—

The net value of the trade passing the stations for the year 1908 reached a total of HK. Tls. 18,167,775, an advance of HK. Tls. 1,058,288 over that for 1907 and of HK. Tls. 2,753,130 over the total for 1906. To a very great extent this increase over the total of the previous year, in which imports share to the extent of HK. Tls. 9,843,445, is due to a higher valuation in various descriptions of goods (opium, for instance, has risen 50 per cent. in value) and an increase in the importation of rice, the varying but always considerable importations of which show a generally deficient home supply depending in intensity on the uncertain results of local crops. Assuming it to be correct to accept the figures denoting the total value of imports and exports as a reliable indication of the condition of trade, since they include amounts attributable to the import-

tion of cereals, which varies from year to year without regard to general progress, it is worthy of note that the importation of rice has exceeded from the net values of trade for 1907 and 1908, the increase of HK. Tls. 1,058,288 is changed to a decrease of HK. Tls. 200,722. It would be dangerous to dogmatise in anything connected with the trade passing the Lappa stations, which is always bound to be affected by various causes producing abnormal variation, such as bird crops and the general perturbation caused by the unsettled climatic and financial conditions of the neighbouring districts on the mainland; but so far as the present outlook is concerned there are no signs that the course of trade in this district will show any extraordinary development.

Among the causes operating against any development of trade may be mentioned the substitution of the steamer for the slow and old-fashioned junk, whereby a considerable amount of cargo from the Luchow prefecture, which formerly reported at the Lappa stations, now reaches Macao from Kwangchowwan direct, and the gradual removal of trade from Macao. The

DECLINE IN THE TRADE OF MACAO which has been very marked of recent years, is an unfortunate fact, and the reasons relating to this question merit special consideration. The tendency towards extinction of the tea trade; the drawing by several important marts of supplies from Canton instead of Macao; the absence of a good harbour, due to the silting up of the approaches to the port, are all factors which contribute to the diminution of the prosperity of the colony, and unless present conditions are altered it is difficult to see how trade can improve. Conflicting reports have been circulated as to the intention of the Government in respect to this important matter; but my information, from a source which should be reliable, gives me reason to think that the assumption of office as Governor by His Excellency Colonel Rodadas, who in a successful campaign in Africa showed himself possessed of great power of personal initiative, will bring about the improvement in the fortunes of the colony which is being counted upon. A commission, consisting of high Government officials, native gentry, and leading merchants, was appointed during the year to consider the causes of the decline which has taken place in Macao's trade and to propose remedial measures. There still remains uncertainty as to the exact nature of the decisions arrived at, but it is generally understood that the improvement of the harbour by means of jetties, dredging, and other engineering works is to be urged as a matter of supreme importance. The advantages of the

GEOGRAPHICAL POSITION OF MACAO will never be fully realised until the long-existing impediment to direct communication with the sea for deeply laden vessels has been entirely swept away. The nature of the work and the obstacles to be overcome are very great, and a growth of trade will not be obtained without severe struggles with existing circumstances and hard work on the part of those interested. That trade in this district would be largely affected by an increase in the prosperity of Macao is self-evident; to declare otherwise would be to betray a want of knowledge of the relationship that exists between the colony and the Lappa stations. Frequent and urgent injunctions from the Viceroy to exercise increased vigilance for the prevention of the

IMPORTATION OF ARMS AND AMMUNITION into China have been received during the year, and exceptional measures have been adopted with the desired object in view. An event of importance was the assumption by this office during the year of control over the numerous junks which fish in and around Chinese waters. These junks, about 5,000 in number, are registered and licensed at the Harbour Master's office at Macao, and registration is now insisted upon by this office as well, the register being at the same time a license stating the number of old-fashioned arms allowed for self-protection but forbidding the carriage of arms of precision. At the request of the Salt Commissioner the policy hitherto adopted by this office of non-interference with salt has been abandoned, and during the year 573 piculs of unrefined salt were seized and forwarded to the Shaki Salt Bureau. Work on

THE SUNNING-YEUNGKONG RAILWAY, the construction of which is due to the enterprise of the native merchants of the Sunning district, among whom are to be numbered many returned emigrants from America and Australia, has proceeded apace. It was originally decided to construct the railway from Sunchoing to Samkai, a distance of about 40 miles, but owing to various objections raised by the inhabitants of the former village, this scheme was changed, and Kungyifow was decided upon as the northern terminus. Of the 21 sections into which the line is divided, 19 have already been opened to traffic; the section from Kungyifow to Tunning, a distance of over 16 miles, in January; that from Sunning to Stekow in July; that from Stekow to Fungling in August; and that from Hongling to Chunglow in September. Of the two sections still to be opened, the one to Towsan is almost ready, two or three bridges alone remaining to be completed. Work on the other section, from Towsan to Samkai, the southern terminus, is delayed pending a settlement by the provincial authorities of the question of purchase of land in the neighbourhood, as owing to the rumour that Samkai is to be opened to trade, landowners in this district are demanding high prices before consenting to part with their holdings. Between Kungyifow and Towsan there are at present six trains, running daily. The traffic receipts during the year amounted to over \$128,000, and an increase in collection is confidently expected to follow on the opening of the section from Towsan to Samkai. Damage to the extent of some \$60,000 was done to the line during the floods in August.

The picture of Macao's present-day position and future prospects is not overdrawn by any means, and unless the powers that be in Portugal awake to a sense of their duty and obligations and allow the local administration sufficient latitude

to carry out, without further loss of time, the project for the salvation of Macao, the fate of the neighbouring Colony as a trade centre is for ever doomed. In H. E. Senhor Eduardo Marques, the present Governor, Macao possesses an administrator who has given tangible proof of his ability to govern a colony as its affairs should be administered, and were the Ministers to neglect their duty to Portugal's ancient possession in the East any longer, the blame will attach to the Home Government for culpable neglect of what may prove its last opportunity to regenerate the destinies of the earliest European settlement in China.

LOCAL AND GENERAL.

THE French mail of the 28th September was delivered in London on the 27th inst.

MR. E. R. Hallifax returned from leave yesterday and took his seat as First Magistrate in the Police Court to-day.

It is stated that Prince Tsai Hsin intends to send delegates to France to purchase some armaments and also to study their construction.

THE Admiralty announce the appointment of Surgeon C. H. Daws to the *Widgeon*, and Surgeon A. B. Cox to the *Driftmaster*, undated.

OWING to his many enemies in the Government, ex-Viceroy Tien Chuan-hsin has declined to accept office on the plea of illness.

MR. TAO JU-LIN, Acting Councilor in the Waiwupu, has been dispatched to Manchuria to arrange a settlement of pending questions there.

MAJOR H. DE T. PHILLIPS, R.G.A., in command of the Hongkong Singapore Battalion, R.G.A., receives early promotion to his lieutenant-colonelcy.

THE Waiwupu, it is said, is experiencing great perplexity as the foreign diplomatic representatives in Peking have raised side issues in the Yuet-Han Railway Loan question.

AFTER consultation with the Imperial Residents in Lhasa the Peking Government has decided to create the post of a Commissioner of Education and a Commissioner of Foreign Affairs in Tibet.

THE third annual dinner of the "Past and Present Buffs" will take place on Oct. 28 in the Victoria Restaurant, London, when a good turnout of the regiment is expected. The last year's functions were most successful and quite justified such pleasant reunions.

MESSRS. F. W. Barker and Co. of Singapore, have received a telegram from the head office of Lanadon Rubber Estates, Ltd., advising them that the directors, at a board meeting held on the 19th inst., have declared an interim dividend of 10 per cent. payable to shareholders on the 1st of November, 1909.

THERE was a large attendance at Messrs. Puttick and Simpson's rooms, Leicester-square, on 28th ult., to witness the disposal of a collection of scarce postage-stamps, including a North Borneo, 1891-92, 6 cents on 8 cents green, with "postage" only (one of the very rarest stamps of this country), which realised £10 10s.

THIS evening at the Union Church Literary Club, Kennedy Road, Prepared Speeches on various subjects will be delivered by Messrs. P. H. Holyoak, E. F. Acott, and E. Gaster, to be followed by a discussion; during which coffee and fruit will be served. All members are requested to attend. The chair will be taken at 9 p.m. sharp, by Mr. F. Browne.

THE wedding of Mr. H. Schroeder, of the Tong-shan Cement Works, with Miss Salotti was celebrated at the Russian Consulate, Tientsin, on the 18th inst. The bride had just arrived that morning from Denmark via Siberia. In connection with the happy event, says the *P. & T. Times*, Count and Countess Ahlfeld held a tiffin in the Astor House Hotel, when covers were laid for twenty guests.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Hospital Sunday.
St. John's Cathedral.....\$251.51
Union Church.....124.63
Wesleyan Chinese Church.....40.90
St. Paul's College Chapel.....6.29

THE troopship *Rewa* has left Southampton with troops on board for the Far East, including drafts for the 3rd Battalion Middlesex Regiment, Singapore; and the 2nd Battalion East Kent Regiment, Hongkong. The *Rewa* also takes drafts for Gibraltar, Malta, Egypt, and Ceylon. She will reach Singapore on the 29th, Hongkong on Nov. 4, and, resuming her homeward voyage, will call again at Singapore on Nov. 22, and will arrive at Southampton on Dec. 21. She will ship various details at Hongkong and Singapore, including those from the North China Command.

A QUESTION OF COSTS.

DISCUSSION IN THE SUMMARY COURT.
In the course of a summary action at the Supreme Court this afternoon, Mr. Otto Kong Sing, for the plaintiff, asked for the cost of the day owing to innumerable postponements.

Mr. Reader Harris (for defendant)—Ten dollars will do, my Lord? I understand it is the usual practice in this Court to fix the costs of the day at \$10. I have it on the authority of my friend Mr. Goldring, who had a similar case some time ago.

Mr. Kong Sing—No, my Lord. I will tax the costs.

RUGBY.

The following players have been chosen to represent the Club against H.M.S. *Tamar*, on Friday next, 29th inst., commencing at 5.15 p.m.:—Messrs. Shaw, Carroll, Kilby, Oliver, Gill, Clouston, Clarke, Lester, Wilkerson, Walter, Robertson, Hong, Courtney, Heathcote, and McIntosh.

M. P.'S CRITICISMS OF SIR FREDERICK LUGARD.

"HONGKONG TELEGRAPH'S" PROTEST ENDORSED BY LONDON JOURNAL.

The following is from the *London & China Express* of 24 Oct.:

We note that one of our Hongkong contemporaries makes a forcible protest against the action of an obscure member of the House of Commons, in seeking to misrepresent the attitude adopted by His Excellency Sir Frederick Lugard with respect to the anti-opium measures in the Legislative Council. The member in question, a Mr. Bennett, deliberately declared that "In Hongkong there had been some measure of progress, although it had met with the utmost opposition from the Imperial servants of this country." And yet it is a fact that a good many people in the Colony have accused Sir Frederick of robbing these anti-opium measures through the Legislative Council. They have alleged that he has ignored the interests of the Colony in his anxiety to carry out the wishes of the Imperial Government. We may endorse the protest of the *Hongkong Telegraph*, which truly describes his Excellency as being between the devil and the deep sea.

CANTON DAY BY DAY.

MR. FAIRBANKS IN CANTON.

[From Our Own Correspondent.]

Canton, 27th October.

Mr. Fairbanks, the ex-vice-president of the United States of America, arrived here the other day, and accompanied by the American Consul-General at Canton, he called on H.E. Viceroy Yuan Shu-hsun, who received the distinguished visitor at 10 o'clock this morning. H.E. Yuan has visited Mr. Fairbanks to luncheon at noon to-morrow and there will be also present the Foreign Consul at Canton as well as the Tartar General, Admiral Li Chun and the Commander-in-Chief of the Kwangtung Land Forces, Chun Ping Chik. At 2.30 this afternoon, at the invitation of the Canton Young Men's Christian Association, the distinguished American visitor delivered a lecture in the Canton Medical College; there was a large attendance.

STREETS INUNDATED.

In consequence of heavy rains yesterday, many streets in the western suburb of the city were under water for some time in the morning. On account of the excessive rain, a shop, No. 10 Lok On street, in the vicinity of Yau Lan Moon, collapsed at 12.45 p.m. yesterday. Two men were buried under the debris. Assistance was promptly rendered by the people in the neighbouring shops to recover the two unfortunate *felix*; one of them was already dead and the other in a serious condition when extricated. There is little hope that the latter will live.

OPIMUM.

From the 1st day of the 9th moon the Canton Prepared Opium Company has increased the price on prepared opium by four candareens per tael.

FLOODS.

Telegrams have been received from the districts of Weichow, Tsang Shing, Tung Kuo and Kwei Shu reporting that floods have occurred in these places after the typhoon of the 20th inst. The dispatches appeal for assistance to relieve the sufferers by the Shan How Kuo and the Central Relief Committee. From the present outlook of affairs it appears that the districts along the West River suffered most from the floods after the typhoon.

RAILWAY ACCIDENT.

On the 25th instant at Wonghsa; two men had their hands and legs badly injured by an incoming train approaching the station. The men are now under medical treatment by the Canton Red Cross Society.

ELECTRIC TRAM DERAILED.

CAR DELAYED FOR HALF AN HOUR.

As a result of the heavy rains which have fallen during the past week, an electric tram coming from the direction of East Point was this morning derailed near the New Law Courts, as a consequence of which the car was delayed for about half an hour. It appears that the fluted nature of the tram-lines was responsible for the accident. The car-driver was too late in using the emergency brake, as a result of which the car derailed from the track causing considerable damage to the lines. Fortunately, no casualties occurred and the car proceeded on its journey without further mishap.

SAFES IN CHINA.

In answer to a communication, Vice-Consul-General Stuart J. Foller, of Hongkong, reports as follows concerning the trade openings for safes in China:—If manufacturers make a small safe that can be sold at a low price, it would be possible to build up in South China a considerable business. The purchasing power of the Chinese is very low. There might be an opening for articles of this kind to sell to Chinese pawnshops. These are flourishing institutions in China, usually occupying the best buildings in a Chinese town, and taking elaborate precautions to safeguard the property entrusted to them. A business in safes would require cultivation and energetic handling, preferably by a house with connections throughout China. Hongkong is the port of shipment and consignment for about 40 per cent. of the foreign trade of China, and is the distributing centre for South China. The export and import houses maintaining offices here do business in all the Treaty Ports from Peking to Foochow, and most of them have their own offices or connections in these ports. There are no duties in the port of Hongkong. Safes shipped into China pay a duty of 5 per cent. ad valorem. The safes used here up to the present time have been largely of the kind that lock with a key. The objections to combination locks, as stated by firms handling safes, are deterioration due to the excessive dampness of the climate and the difficulty of having such locks repaired.

THE WEISMANN PROSECUTION.

DECISION RESERVED.

The case was resumed before Mr. J. R. Wood in the Police Court this morning in which the Café Weismann is being prosecuted for an alleged contravention of the Liquors Ordinance dealing with adjacent licences. Detective-Sergeant O'Sullivan prosecuted and Mr. Eldon Potter, instructed by Mr. Crowther Smith (of Messrs. d'Almeida and Smith), appeared for Messrs. Weismann, Limited.

His Worship briefly dealt with the points raised by Counsel.

A "boy" in the employ of the Café Weismann stated that he had served as a waiter with the defendants for about a year. He had always been instructed not to serve drinks to customers without meals. Notices to the effect were hung up at the bar, pantry and near the entrance facing the road. On the 1st instant, two Europeans came and asked for Pilsener beer. Witness asked them if they would have cakes or sandwiches and they replied "Yes, sandwiches." Witness brought a plate of sandwiches and two beers on a tray. After quarter of an hour, another customer came and sat at a table near by. He asked for nothing except Kupper beer, and when asked if he would have sandwiches served with the beer, he insisted upon having beer only. Witness did not serve him. The two previous customers conversed with the latter and called for three beers. Witness consulted the "taipan" who instructed him not to serve the third customer but only those who had called for the beer. On being questioned by Counsel, witness declared he was certain that the "taipan" had given him instructions not to supply drinks to customers without meals, which he always observed.

His Worship (To witness)—They say that you brought the sandwiches without their having called for any?—They say so. I don't. Then when they say they did not call for sandwiches, they are telling an untruth?—Yes. They say you did not bring the sandwiches and beer on the same tray?—I did. What are your instructions—not to supply beer unless food is eaten or is asked for?—I ask the customer what he wants and if he says alcoholic liquor, I supply him with sandwiches. Mr. Potter having addressed the Court, his Worship reserved his decision.

A WILL DISPUTE.

MOTION BEFORE THE CHIEF JUSTICE.

Before the Hon. Mr. W. Rees-Davies, K.C., (Acting Chief Justice) at the Supreme Court, this morning, Mr. H. G. Calthrop, instructed by Mr. W. B. Hinds (of Messrs. Brutton and Hett) moved on behalf of Ko Kai Shan, the executor of the will of Ip Chuk Kai, for an order that the letters of administration of the estate of the deceased Ip Chuk Kai, left unadministered and with the will attached, granted by the Court on the 26th April, 1909, to Ip Lu Kwan, be revoked and declared null and void.

Counsel stated that the citation was served and the letters of administration were brought by the solicitors, on whom the notice of motion was served in the ordinary way. The solicitors had communicated with Ip Lu Kwan, concerning the proceedings but the latter would not appear.

His Lordship—If you will satisfy me with a further affidavit as to the position of this man, then I will consider your motion according to its merits. Counsel concurred and further argument was adjourned for a fortnight.

VICTORIA RECREATION CLUB.

FORTHCOMING REGATTA.

The crews for the Chairman's Challenge Cup of the V. R. C. regatta were drawn last night at the Oliph-house. There are altogether six crews which will be captained by the following gentlemen: Messrs. C. A. C. Rodrigues, H. Rapp, J. A. S. Alves, L. A. Musso, A. E. S. Alves, and L. E. Lammer. The race will probably be rowed off in heats. It was decided that each crew should get their own cox. All the entrants have been stroking for crews in former V. R. C. Regattas, with the exception of Mr. Rodrigues who is a new hand at it. Still it will be remembered that the first time he stroked a crew was in the Griffin Regatta last year at the Hongkong Regatta, when his crew was composed of inexperienced men, yet they put in a grand race and won easily. Mr. Rodrigues' crew for the forthcoming meeting should do well. The lightest of the six crews is that represented by Mr. J. A. S. Alves.

The crews for the Chairman's Challenge Cup are:—

- | | |
|----------------------------|---------|
| 1.—C. A. C. Rodrigues..... | Stroke. |
| A. V. Barros..... | 3 |
| H. C. Sayer..... | 2 |
| A. J. V. Ribeiro..... | Row. |
| 2.—H. Rapp..... | Stroke. |
| F. L. de Rosa..... | 3 |
| J. M. C. Lopes..... | 2 |
| R. Galuzzi..... | Row. |
| 3.—J. A. S. Alves..... | Stroke. |
| A. H. Carroll..... | 3 |
| J. M. Rosa Pereira..... | 2 |
| A. R. Ellis..... | Row. |
| 4.—L. A. Musso..... | Stroke. |
| S. Ball..... | 3 |
| H. S. Jeppson..... | 2 |
| E. Calvario..... | Row. |
| 5.—A. E. S. Alves..... | Stroke. |
| A. A. Carvalho..... | 3 |
| R. A. Carvalho..... | 2 |
| M. A. R. Sousa..... | Row. |
| 6.—L. E. Lammer..... | Stroke. |
| A. J. Mackie..... | 3 |
| F. K. Tait..... | 2 |
| F. Laitao..... | Row. |

Reserve:—C. Bapji, A. B. Ellis, C. M. S. Alves, F. E. de Silva, A. Lopez and T. de Silva.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE TRAGEDY AT HARBIN.

CHINESE SYMPATHY.

[By courtesy of the "Shuang Po."] Peking, 27th October.

When Prince Ito was fired at at Harbin, he was standing by the side of the Russian Minister of Finance (M. Kokovstef).

The Korean shot him in the head and Prince Ito dropped down mortally wounded.

The assassin then surrendered himself.

When inquiry was made for his proper name and the clan to which he belonged, he declined to make any answer.

On learning of the tragedy, the Central Government directed the Ministers of the Waiwupu to proceed to the Japanese Legation and offer to Mr. Ijuin, the Japanese Minister to Peking, the Government's sympathy.

The Japanese Consul at Harbin (Mr. T. Kawakami) and the manager of the South Manchuria Railway, who were standing close to Prince Ito when he was fired at, were both wounded and not killed (as) first reported.

STAMP DUTY IN CANTON.

AN UNFOUNDED RUMOUR.

[By courtesy of the "Shuang Po."] Peking, 27th October.

There are rumours in circulation in Peking that on account of the imposition of stamp duties in Canton, the tradespeople have gone on strike.

When the Prince Regent became aware of the rumours he caused instructions to be despatched to Viceroy Yuan Shu-hsun at Canton to bring about a cessation of the strike. [Needless to say, the rumours are not founded on fact.—Ed., H.K.T.]

HARMSTON'S CIRCUS.

POPULAR OVATION GREET HARMSTON'S LOVE TRIO.

Last night, the stay of Harmston's Circus in the Colony, which had nightly delighted, though not large, appreciative audiences, was brought to a close by a grand complimentary benefit tendered to Mrs. Harmston-Love. The performance was under the distinguished patronage of the Circus shortly after ten o'clock. Although the state of the weather was not particularly conducive to a visit to Kennedy Town, several members of the Hongkong Gymkhana Club arrived at the spacious tent at an early hour, which was ample testimony to the popularity of the talented combination of star performers over whose destinies the genial "Colonel" presides. The feature of the evening was the sensational performance of a local resident, who entered the tiger's cage and drove two fully-grown tigers harnessed to a chariot, and was deservedly applauded. The bare-back riding of the Harmston-Love trio again proved an immense success, at the conclusion of which the trio were accorded a tremendous ovation with floral tributes thrown in. The inimitable Emmanuelle also brought down the house with their musical eccentricities and received a handsome bouquet at the conclusion of their performance. The other turns were of the usual high standard of excellence, foremost among which were the juggling tricks of the Brothers Kavanagh and the trick cycling of the Sidney Brothers, Novell, the "Mirthful Mimic," and the clowns must not be forgotten, as they were responsible for many a hearty laugh. It is needless to enumerate the several other turns, but suffice it to say that they were one and all excellent. The company left by the *s.s. Austria* to-day for Singapore.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Poonjah*), 1st prox.
American (*Montella*) and prox.
German (*Kilist*) 4th prox.
Indian (*Kamang*) 11th prox.

The C. N. Co's *s.s. Akbar* left Shanghai on 26th inst., and is due here on 31st inst.
The I. G. M. Co's *Germanic* left Yapt on 29th inst., and may be expected here on 1st prox.
The Bank Line's *s.s. Ayrault* left Tacoma on 29th inst., and is due at Yokohama on 31st prox.
The Silk ex *s.s. Empress of India*, which left Hongkong on the 23rd ult., and Yokohama on the 26th inst., arrived in New York on the 26th inst., thus making a transit of 11 days from Hongkong and 21 days from Yokohama.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.M.G., (Commanding the Forces), Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. F. A. Haselind (Attorney-General), Hon. Mr. C. McL. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones (Director of Public Works), Hon. Mr. F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. A. W. Brawley (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. F. Osborne, Hon. Mr. E. A. Hewitt, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.
The Colonial Secretary laid on the table Financial Minutes Nos. 47 to 50. It was agreed that they be referred to the Finance Committee.

NEW MEMBER.
Mr. Hazeland took the statutory oath of office and his seat at the Council.

LIQUOR LICENCES.
The Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908, was not proceeded with.

AFTER THE GALE.

His Excellency the Governor, in referring to Financial Minute No. 50, said: "It may interest the members of the Council to know what has been done. On the 22nd the *Calchas* brought in beer and signalled also at Gap Rock to the effect that there was a large number of dismasted junks to the south-west and the west of Gap Rock. We immediately sent out the *David Gillies*, which was hired from the Dock Company, she left at 2 a.m. the same night in order to arrive on the scene at daylight the following morning. She brought in 52 men from the various junks and brought in tow one junk. At the same time I applied to the Commodore asking him to give assistance. He sent out two destroyers and brought in two junks and gave rice and water to the various crews. Next day two destroyers went out and brought in three more junks and gave rice and water. On the Monday further reports reached us from Gap Rock that there was a number of derelict junks floating about. I again communicated with the Commodore and on Monday night he sent out two destroyers and the *Calchas*. They have not yet returned. They took 300 lbs. of rice each and the *Stinky*, which was passing on that day to make her usual fortnightly trip to Gap Rock, also took out 300 lbs. of rice. The hire of the *David Gillies* cost \$500 and 2,700 lbs. of rice cost \$113, and the Financial Minute now before the Council is for that amount. I may also say that the *Telemaque* brought in eleven men and the *Mathilda* six junks, which is a most creditable performance (Applause). The *Helios* also brought in sixteen men and I have just heard that the *Quinta* towed a junk into safety (Applause). Other vessels have brought in other junks. The total is 82 men saved and 11 junks (Applause)."

MR. CARTER'S RETIREMENT.
Hon. Mr. E. A. Hewitt asked the following questions of which he had given notice:—

1.—As it is understood that Mr. A. Carter, Sanitary Surveyor, has been retired from the Government service, will the Honourable the Colonial Secretary inform the Council when this official first received notice as to his being pensioned?

2.—Is it not a fact that Mr. Carter was at home on leave for nearly a twelvemonth in the full belief that he was to return to this Colony and that within five weeks of the date of the expiry of his leave (as shown in the Civil Service List) and when he was on the point of leaving England to take up his appointment here he was for the first time informed by the Colonial Office that his services were no longer required?

3.—Will the Government, taking into consideration the fact of Mr. Carter's good service, and that owing to his age he is now no longer eligible for obtaining fresh employment in a Government or municipal office, recommend to the Secretary of State that under the exceptional circumstances of the case Mr. Carter be granted a special pension of say £150 p.a. or as an alternative an offer of re-employment here on similar conditions to those of his former post?

4.—In the event of the Government being unable to agree to this will His Excellency consent to refer the question as now raised to the Secretary of State?

The Colonial Secretary replied:—

1.—Mr. Carter first received notice of the intention to place him on a pension in a letter from the Colonial Office dated the 28th of July.

2.—It is a fact that Mr. Carter went home on a year's leave on 1st September, 1908. He applied for three months' extension of that leave prior to the intimation above referred to conveyed to him on 24th July and he has been granted an extension of his leave of two months.

3.—Mr. H. W. Just of the Colonial Office in a letter to Mr. Carter dated the 14th of last September wrote: "With regard to your request for a special pension I am to observe that you have been granted the abolition allowed under the regulations for addition of office and that it is not possible to consider the grant of a special pension."

4.—The point has already been placed before the Secretary of State. The Government has already considered the possibility of employing Mr. Carter in some capacity and should a suitable vacancy arise his claim to re-employment will not be overlooked. (Applause.)

PRIMA RECLAMATION SITE.
Hon. Mr. M. Stewart, pursuant to notice, asked:—To whom, for what public purpose, and for how long has the plot of Government ground between the New Law Courts and the *Praya* been let?

The Director of Public Works said:—This ground with the exception of the strip between

ately in front of the Hongkong Club (temporarily occupied by Mr. Chan A Tong for work in connection with his contract for the New Law Courts has been let since 1st December, 1906, to Messrs. Sang Lee & Co. for their work in connection with the contract for the Post Office. The ground is to be cleared on 3 months' notice in writing from the Director of Public Works.

Mr. Stewart:—Will the Government undertake to have the plot in question cleared and made presentable as soon as it is no longer necessary to the work on the Law Courts and the Post Office so that it will not remain in its present untidy state?

His Excellency the Governor:—I think it would be desirable if you gave notice of that question. The present intention is to clear the plot as soon as it may be, but I should like to have notice of the question.

SUBSIDIARY COINS.

Mr. Stewart gave notice that he would, at the next meeting of the Council, move: That in the opinion of this Council the issue of a new subsidiary coinage at par would not be successful unless the use of all other subsidiary coins were prohibited within the Colony and that, in the circumstances, it is undesirable to deal with the matter except as far as a comprehensive scheme of local currency revenue.

APPROPRIATION BILL.

The Colonial Secretary laid on the table the report of the Finance Committee on the Bill entitled "An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three Dollars to the Public Service of the year 1910."

The Bill was reported by the Finance Committee without amendment.

On the motion of the Colonial Secretary, seconded by the Colonial Treasurer, the Bill was read a third time and passed.

COLONIAL CEMETERY.

The Attorney General moved that Council go into Committee on the Bill entitled "An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church."

The Colonial Secretary seconded. Agreed.

After consideration in Committee, Council resumed and the Bill, being reported without amendments, was read a third time and passed.

TYPHOON REFUGE.

On the motion of the Attorney General, seconded by the Colonial Secretary, the third reading of the Bill entitled "An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Taitokoi, Mongkoksiu, and Yau-mat, Kowloon, in this Colony, was postponed.

TRADE MARKS.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Law relating to Trade Marks."

The Colonial Secretary seconded. Agreed.

Council then went into Committee on the Bill, it being left at that stage.

STEAM BOILERS.

The reading of the Bill entitled "An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

WIDOWS' AND ORPHANS' PENSIONS.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Widows and Orphans' Pension Ordinance, 1908."

The Colonial Secretary seconded. Agreed.

The Council went into Committee on the Bill, and was read a third time.

WOMEN AND GIRLS' PROTECTION.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905."

The Colonial Secretary seconded. The motion was adopted.

Council went into Committee.

The Bill was read a third time and passed.

RECREATION GROUNDS.

The Attorney moved, and the Colonial Secretary seconded, the second reading of the Bill entitled "An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof."

Agreed.

The Bill went through Committee, was read a third time and passed.

PUBLIC PLACES REGULATION.

The second reading of the Bill entitled "An Ordinance to amend the Public Places Regulation Ordinance, 1870, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

The Bill went through Committee, was read a third time and passed.

CHINESE EXTRADITION.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Chinese Extradition Ordinance, 1889."

The Colonial Secretary seconded. Agreed.

The Bill was read a third time and passed.

POSTPONEMENT.

The following Bills were not proceeded with:—

Second reading of the Bill entitled "An Ordinance to amend the Tramway Ordinance, 1901."

Second reading of the Bill entitled "An Ordinance to amend the Liquor Licences Ordinance, 1908, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1908."

Second reading of the Bill entitled "An Ordinance to amend the Liquor Licences Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1908."

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ADJOURNMENT.
The Council adjourned until Thursday, the 11th prox.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

KOWLOON WATERWORKS.

A sum of one thousand six hundred dollars in aid of the vote, Public Works, Recurrent, Water Works, Maintenance of Kowloon.

LAND REGISTRY OFFICE.

A sum of ninety dollars in aid of the vote, Judicial and Legal Departments, Land Registry Office, Other Charges, Incidental Expenses.

COAL.

A sum of five hundred dollars in aid of the vote, Miscellaneous Services, Coal.

CHARITABLE SERVICES.

A sum of six hundred and fourteen dollars in aid of the vote, Charitable Services, Passages and Relief of Destitutes.

This was all the business.

PRINCE ITO IN MANCHURIA.

PROSPECTIVE RESULTS OF THE TOUR.

In view of the tragedy at Harbin on Tuesday, which culminated in the assassination of Prince Ito by a Korean fanatic, the following from the *Shanghai Times* will be read with melancholy interest:—The present trip which Prince Ito is making in Manchuria is one of the most significant events in Far Eastern affairs. Notwithstanding official statements issued as to the private character of the trip, the Japanese newspapers, according to one of our late telegrams, are already discussing the results of the trip as to the economic relations between China, Russia and Korea in Manchuria. Japan has frequently expressed adherence to the policy of the "open door" in China, but we are afraid that the interpretation of this phrase means with her, as with other nations, an open door to exploit China. In other words, China must not close her doors to any nation, but must allow each one in its turn to gain what it can. Manchuria is one of the richest portions of the Chinese Empire, and an open door into its resources means the entry upon an avenue leading to great wealth. It is largely an undeveloped country, and in this respect differs from any other part of China. It will be much easier to mould this growing country into a shape agreeable to outside influence than would be possible in the older and more thickly settled parts of the Empire. Prince Ito's experience in the rapid changes which have come over his own country during the last two generations, and his recent experience in the denationalization of Korea, give him exceptional qualifications for the formation of an expert opinion as to the present conditions and future probabilities in Manchuria. "It can be taken for granted that these opinions will be used by a patriotic statesman like Prince Ito for the furthering in Manchuria of the interests of his own nation. While Japan is thus using her best instrument for measuring the situation in Manchuria, we regret to say that China is allowing affairs to drift along and take their own course. There is no part of the Empire at the present time where statesmanship is so imperatively demanded as in Manchuria. It would be well if China could make a similar move to that of Japan, by sending such a man as Yuan Shih-kai, or Chao K'uei-shun, to travel throughout Manchuria and submit a report. The present Governor of Kirin Province, H. E. Chen Shao-chang, made an able report some time ago, but this was largely devoted to the consideration of the Chiao-tao incident. Governor Chen is a man thoroughly familiar with Manchurian affairs, and would make an able assistant to a High Commissioner, if such an officer were sent to Manchuria."

CHINESE PORK.

Public opinion has concerned itself lately with the introduction of the carcasses of pigs from China for consumption in Britain. The public are assured that the pigs in question are fed differently to the ordinary pigs in China, and are, in fact, specially bred, fed, and selected for the British table. We are told, in fact, that these pigs are fed on rice, and are therefore cleanly nurtured animals. How a Chinaman can afford to feed his pigs on rice and compete in the British or any other market with pigs from other countries is a question beyond our power to understand, and we may at once say, we refuse to believe. We would as soon believe a man in this country should state that he fed his pigs on bread, for rice is to the Chinaman what bread is to Europeans. Rice is, moreover, not so plentiful in China as those unacquainted with the country would seem to believe. China cannot grow enough rice to satisfy the demands of the people, for rice has to be largely imported from Indo-China, Siam, and other rice-producing countries. That the farmers in China can afford rice as the staple food for pigs is unfathomable. Were such a diet commercially possible, moreover, the value of rice-fed pork as a food is questionable.

It is well known that no European in China will knowingly eat locally produced pork. To those who know how the pigs in China sustain life, for they get nothing more than bare sustenance, it is not to be wondered the pork is looked at askance. Pigs are naturally supposed to be dirty feeders, but surely the Chinese pig is the dirtiest of all. However, many things are said to be changing in China, and the pig appears to be one of them. Can the Chinaman change his ways or the pig his chow?—may well be asked by those who know China. In the advertisement connected with this new commercial enterprise the pig will no doubt be said to have done so, but the Chinaman can no more afford to give rice to his pigs than we can afford to throw pearls before swine.—*Journal of Tropical Medicine and Hygiene.*

To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"**CATHERINE APCAR**"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 30th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 28th October, 1909. [741]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"**GREGORY APCAR**"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 30th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 28th October, 1909. [743]

FROM EUROPE.

THE H. A. L. Steamship

"**SILVIA**"

Captain Porzellini, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 28th October, 1909. [737]

THE NAVY LEAGUE ANNUAL.

THIRD YEAR OF ISSUE 1909-10.

The Navy League Annual was to make its appearance on Trafalgar Day, October 21, as hitherto. This year the publication of this work, which has now become a national institution, has been undertaken by the famous house of John Murray, Albemarle Street.

The control and editorship remain in the able hands of Mr. Alan H. Burgoyne, the founder of the Annual, and he has this year secured the collaboration of some of the most eminent writers of the day.

Part II., which contains a series of articles upon current topics, will prove the feature of greatest interest.

These articles are as follows:—

"The Navy and the Empire." By Lord Elcho.

"The Naval Policy of Germany and her Relations with England." By Graf Ernst von Reuter.

"The French Need for Capital Ships." By Maurice Loir, Secrétaire Général de la Ligue Maritime Française.

"Notes on the Trend of British Battleship Design." By "Naval Constructor."

"The Mastery of the Pacific." By Satori Kato.

"The Personnel of the German Navy." By Hector C. Bywater (Berlin).

"The Popularisation of the Navy." By Alec Mitchell.

"The Evolution of Submarine Vessels." By Maxime Laubeuf, late Chief Constructor to the French Navy.

"The neglected Warship Types." By "Blue Peter."

Mr. Alan Burgoyne, besides contributing an exhaustive analysis of international naval strength, writes seven chapters on the progress of the British and foreign navies during the last twelve months.

Mr. Oscar Parkes has charge of the illustrations, and amongst the vessels he will portray are the battleships *Vanguard* (British), *Huen* (Japanese), *Mitsubishi* (U.S.A.), *Potom* (German), *Hienkoku* (Dutch), *Pervomai* (Russian), the armoured cruiser *Blücher* (German), the scout *Bodensee* (British), and *Yodo* (Japanese); and the latest British submarines *D1*. In addition to the above, there will be views of several projected battleships and of the latest French and Italian submarines. Mr. Parkes will also contribute elevation plans of the battleships *Vanguard*, *Potom*, and *Mitsubishi*; the armoured cruiser *Kurama* (Japanese), *Waldeck* (Russian), *Blücher* (German), and *San Giorgio* (Italian); the scout *Bristol* (British) and *Tone* (Japanese).

Part III. will contain voluminous descriptive lists of every fighting ship in the world, a table of all vessels of the *Dreadnought* type, built, building, or projected; a list of the chief naval guns, with full ballistics and detailed descriptions; a table showing the evolution of the British battleship from the floating battery of 1845 to the *Hercules* of 1911; and finally, a complete table of every dock, floating or stone dry dock, throughout the world, having a length of 500 ft., a beam of 82 ft. at entrance, and a depth over all of 26 ft. Mr. Alan Burgoyne has devoted an immense amount of time on the work this year, which it can confidently be stated will be a vast improvement over all previous issues. The book, which should be ordered at once, can be obtained at any bookseller's. The price remains as before—cloth bound, 12s. 6d.; and library edition de luxe, 22s. 6d. We strongly urge everyone to order the library edition, which is beautifully bound and would form a handsome and acceptable present to anyone for any occasion.

To-day's Advertisements.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"**DEVANHA**"

Captain H. Powell, will leave for SHANGHAI TO-NIGHT, the 28th October, at 10 A.M.

For Freight or Passage, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 28th October, 1909. [74]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with the Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 71, 10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 71, 10/-.

Via New York 44/-.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRAHAM, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

1)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"CHOYANG"	FRIDAY, 29th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 29th Oct., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"LOONGSANG"	SATURDAY, 30th Oct., 4 P.M.
SHANGHAI	"WINGSANG"	SUNDAY, 31st Oct., Daylight.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 5th Nov., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 5th Nov., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Katsang*, *Nanyang* and *Rocking* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Osaka, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitum, Lahad, Dato, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 61, Hongkong, 27th October, 1909.

General Managers.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
TSINGTAU, CHEFOO & NEWOHWANG	"KWEIYANG"	29th Oct., 4 P.M.
SHANGHAI	"KWEIYANG"	31st Oct., Daylight.
MANILA	"KWEIYANG"	2nd Nov., 3 P.M.
CEBU & LOILO	"KWEIYANG"	4th Nov., 4 P.M.
SHANGHAI	"KWEIYANG"	4th Nov., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSEA"	5th Nov., 4 P.M.
AUSTRALIAN PORTS	"CHANGSEA"	5th Nov., 4 P.M.
WEIHAIWEI & TIEN TSIN	"KUEIOW"	6th Nov., 4 P.M.
SHANGHAI	"KUEIOW"	7th Nov., 4 P.M.
MANILA	"KUEIOW"	9th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and "SANDOL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SOREW STEAMERS and TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Anhui*, *Chenai*, *Linan*, *Chienai*),

who excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

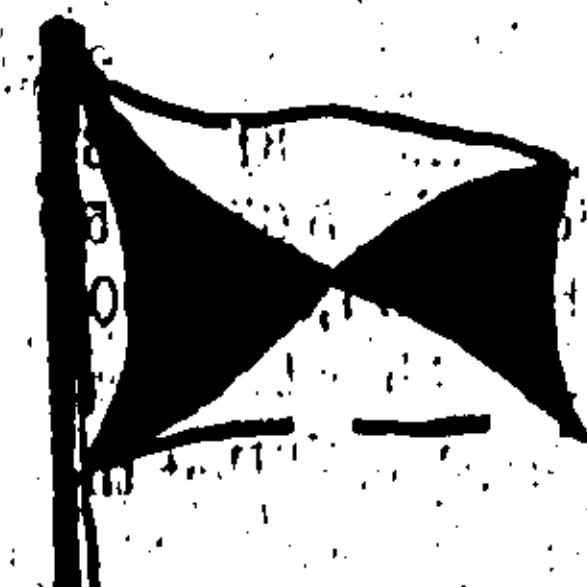
Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 36, Hongkong, 28th October, 1909.

Agents.

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HONGKONG—MANILA

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1540	R. W. Aldred	MANILA	SATURDAY, 30th Oct., at Noon.
CAIRO	1540	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers,

28th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,

YOKOHAMA, HONOLULU, SALINA CRUZ

and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th October, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAM, UI & SWATOW & AMOY	"DAIJIN MARU"	SUNDAY, 31st Oct., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU"	SUNDAY, 31st Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 28th October, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 24th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kiwara, Tons 6500	TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	MOYORI MARU, Capt. J. C. Richards, Tons 4000	FRIDAY, 19th October.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 24th Nov., at Noon.
	BINGO MARU, Capt. A. Christensen, Tons 6500	SATURDAY, 3rd Oct., at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	SATURDAY, 30th Nov., Daylight.
	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

[499]

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 12th Jan., 1910.

Mishima Maru (Capt. A. E. MOSES) About Wednesday, 9th Feb., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

[499]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co.,

Agents, Hongkong, 4th October, 1909. [695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched for the above Port on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents, Hongkong, 26th October, 1909. [735]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

Via PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & Co., LIMITED,

Agents, Hongkong, 21st October, 1909. [48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal Ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.O., TACOMA & SEATTLE

Via

MOJI, KOBE AND YOKOHAMA.

STEAMER TONS CAPTAIN SAILING DATE

Kumerik 6,233 J. Mathie 1909

Aymeric 4,303 Lloyd 18th Nov.

Suvero 6,233 S. Shotton 16th Dec.

Oceano 4,957 F. W. Davies 1910

1910

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED

General Agents

Queen's Buildings, Hongkong, 21st October 1909. [70]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLYR,"

Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES,

Agents at Hongkong. Hongkong, 8th October, 1909. [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. M. S. GOWE

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 1.30 every evening (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHUI ON S.S. CO., LD.,

No. 4, Queen's Road West, Hongkong, 28th April, 1909. [76]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEAN, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for Russia, Persian Gulf, Continental American and South African Ports.)

THE Steamship

"DELHI,"

Captain C. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,012 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to K. A. HAWKITT,

Superintendent, Hongkong, 19th October, 1909. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co.,

Agents, Hongkong, 25th October, 1909. [73]

Intimation.

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

In all kinds of hand-made

DRAWN AND EMBROIDERED CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 6th August, 1909. [79]

TYPEWRITERS

FOR

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADDERIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST. CK.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION N.S.	
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	127,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,000,810	Interim of £1 for account 1909 @ ex 1/10 = \$12.72	\$995 London £91	
National Bank of China, Limited	1,000,000	\$1	\$1	\$4,000,000 \$4,000,000	\$30,552	\$2 (London 3/6) for 1909	\$65 buyers	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 1/2 % \$163 1/2 ex d.v.	
North China Insurance Company, Limited	10,000	\$1	\$1	Tls. 150,000 Tls. 302,747 Tls. 118,977	Tls. 160,512	Interim of 7/16 for 1908	5 1/2 % Tls. 103	
Union Insurance Society of Canton, Limited	15,400	\$350	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$8,464,971	Final of \$17 making 5.7 for 1907 and interim of \$30 for 1908	5 1/2 % \$847 1/2	
Yangtze Insurance Association, Limited	15,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$7,761	\$12 and bonus \$3 for 1907	7 1/2 % \$322 1/2 sellers	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 % \$114	
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$68,711	\$27 for 1907	8 1/2 % \$375 1/2	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$1	\$1	\$7,000,000 \$7,000,000 \$7,000,000	\$1,035	\$2 for 1906	8 1/2 % \$81 sellers	
Douglas Steamship Company, Limited	20,000	\$1	\$1	\$7,000,000 \$7,000,000 \$7,000,000	Nil.	\$2 for year ending 30.6.1908	7 % \$33	
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$1	\$1	\$7,000,000 \$7,000,000 \$7,000,000	\$2,790	Interim of \$1 1/2 for account 1909	7 1/2 % \$31 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$1	\$1	\$7,000,000 \$7,000,000 \$7,000,000	\$1,755	6 1/2 for 1907 on Preferred shares only @ ex 1/10 11/16 = \$1.154	6 1/2 % \$60 buyers	
Do. do. (Deferred)	60,000	\$1	\$1	\$7,000,000 \$7,000,000 \$7,000,000	\$68,817	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	7 1/2 % 73 1/2 buyers	
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,131	\$1.00 for year ending 31.3.1909	4 1/2 % \$26	
"Star" Ferry Company, Limited	10,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$48,817	\$0.50 for year ending 31.3.1909	3 1/2 % \$14 1/2	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$146 1/2 buyers	
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,833	\$3 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 335 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,155	Interim of 1/16 (coupon N.12) for year ending 29.2.09	7 % Tls. 20 1/2 buyers	
Wah Australia Gold Mining Company, Limited	50,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$2,191	No. 12 of 1/16 = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Finwick (Geo.) & Co., Limited	18,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$7,421	\$1.75 for year ending 31.12.07	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$50,102	None	...	\$64 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$345,162	Interim of \$1 1/2 for account 1909	1 1/2 % \$55 sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,16	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 % Tls. 76 1/2 buyers	
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers	
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 % Tls. 105 buyers	
Central Stores, Limited	50,183	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$24,041	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	8,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$72 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 % \$104 buyers	
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	6 1/2 % \$9 sellers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$278	\$1 1/2 for 1908	5 % \$50 sellers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$41 buyers	
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 148	
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$90,000	\$9,553	50 cents for year ending 31.7.08	6 % \$6 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 37,173	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Barren Agency, Limited	8,604	\$1 1/2	\$1 1/2	\$1,500 \$40,000	\$640	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	10,000	\$12	\$12	\$40,000	N.I.	\$1.10 or 1908	9 % \$13 sellers	
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	8 1/2 % \$4 sales	
China Provident Loan & Mortgage Company, Ltd.	15,000	\$10	\$10	\$100,000 \$100,000	\$3,407	80 cents for 1908	...	\$16 1/2 ex d.v.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$100,000 \$8,000	\$48	\$1.20 for year ending 31.7.09	7 1/2 % \$7 sales	
Green Island Cement Company, Limited	100,000	\$10	\$10	\$11,000 \$5,000	\$3,75	Interim of 35 cents for account 1909	10 % \$12	
H. Price & Company, Limited	11,000	\$10	\$10	none	\$1,000	80 cents for year ending 31.12.08	8 % \$20	
Hongkong Electric Company, Limited	10,000	\$10	\$10	none	\$1,95	\$2 and bonus 20 cts. for year ending 29.2.09	10 % \$180 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$20,000	\$7,616	Interim of \$2 for account 1909	10 % \$23 buyers	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$20,000 \$10,000	\$8,900	Interim of \$1 for account 1909	8 1/2 % Tls. 76 1/2	
Mattecham, for Mijlo, Bosch, on Landbouw- plaat in Langkat, Limited	15,000	\$100	\$100	Tls. 547,500 Tls. 63,000	Tls. 116,212	Third quarterly of Tls. 1 1/2 for account 1909	7 % \$13	
Peak Tramways Company, Limited	15,000	\$10	\$10	\$20,000 \$10,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13 1/2	
Peak Tramways Company (new)	15,000	\$10	\$10	none	\$1,204	None	3 % \$9	
Philippine Company, Limited	10,000	\$10	\$10	Tls. 14,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 101 buyers	
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	...	\$23 1/2 buyers
South China Moring Post, Limited	6,000	\$15	\$15	none	Dr. \$56,602	None	...	\$58
Steam Laundry Company, Limited	20,000	\$1	\$1	none	\$36	40 cents for year ending 31.3.08	7 % \$101 sales	
Union Waterboat Company, Limited	10,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$21 buyers	
Tahed Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$40,000 \$10,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$8 sellers	
Watson, (A. S.) & Co., Limited	100,000	\$10	\$10	\$500,000 \$15,000	\$5,613	Final of 30 cts. for 1908	6 1/2 % \$4 sellers	
William Powell, Limited	1,000	\$7	\$7	none	\$78	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	\$1	\$1	none	none	Interim of 12 1/2 % for account 1909	...	14 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	\$7,400	none	25 % for year ending 31.3.09	...	\$60 sellers
Castledale Rubber Estate, Limited	32,650	\$1	\$1	none	\$11,305	None	...	\$0/6
Damansara (Selangor) Rubber Co.	110,000	\$1	\$1	none	\$2,220	Final 9 % making 12 1/2 for 1909	...	77 1/2
Golconda Malay Rubber Co.	80,000	\$1	\$1	none	none	None	...	\$7 sales
Highland & Lowland Fms. Rubber Co. (fully paid)	181,451	\$1	\$1	none	none	15 % for year ending 31.1.11	...	66 1/2
do. do. (contributory)	129,546	\$1	\$1	none	none	None	...	nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	\$1	\$1	none	none	None	...	3 1/2 sellers
do. do. A Shares	105,000	\$1	\$1	none	none	None	...	nominal
do. do. B Shares	18,000	\$1	\$1	none	none	None	...	7 1/2 buyers
Kuala-Lumpur Rubber Co., Limited	9,000	\$1	\$1	none	none	3 % for year ending 30.6.08	...	23 1/2 buyers
Linggi Plantations, Limited (ordinary)	9,000	\$1	\$1	none	none	Interim of 40 % = 9d. for account 1909	...	nominal
do. do. (7% pref.)	10,000	\$1	\$1	none	none	7 % for year 1908	...	\$18 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	15 % for year ending 31.12.08	...	47 sales
do. do. (8% pref.)	2,500	\$10	\$10	none	\$6,722	None	...	31 1/2
Ledbury Rubber Estates Limited	61,000	\$1	\$1	none	none	None	...	94 1/2 buyers
Sagga Rubber Company, Limited	40,000	\$1	\$1	none	none	Interim of 30 % for 1909	...	\$720 buyers
Sandycroft Rubber Company	20,000	\$1	\$1	\$20,000	\$1,275	3 % for 1908	...	25 1/2 buyers
Sekong Rubber Company, Limited	1,000	\$100	\$100	none	none	None	...	\$6 sellers
Shellfor Rubber Estate Limited	80,000	\$1	\$1	none	\$836	None	...	\$520 sellers
Singapore & Johore Rubber Company, Limited	65,000	\$1	\$1	none	none	None	...	37 1/2 buyers
Sungei Choh Rubber Estate Company, Limited	2,500	\$100	\$100	none	none	None	...	72 1/2
Sungei Kapar Rubber Company	150,000	\$1	\$1	none	\$5,448	None

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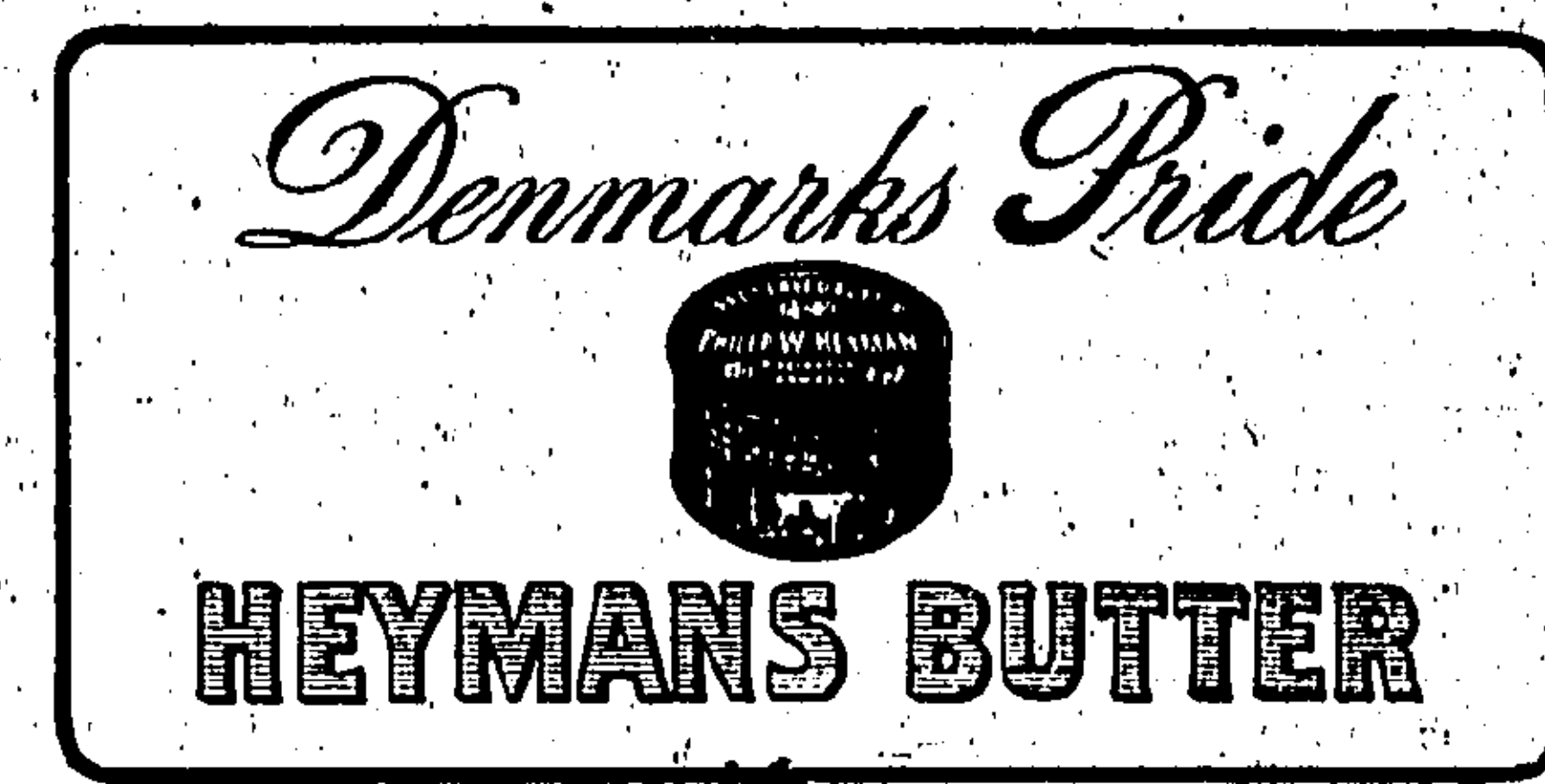
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